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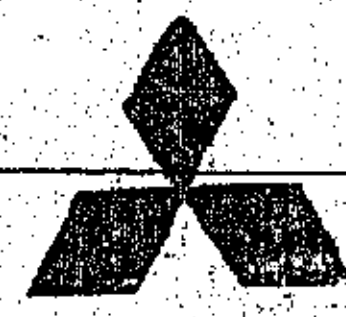
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[720]

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Hongkong, 16th April, 1913. [504]







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**PARIS LETTER.**  
[FROM OUR OWN CORRESPONDENT.]  
PARIS, July 11th.  
THE MAILERS.

King Ferdinand's punishment has been swift and severe. By making war on his former friends and allies with such savage ferocity in the hope of realising his dream, that of dominating the Balkans, he has undone all the good work he did a few months ago. With Serbia, Greece, Montenegro and Roumania against him it was absurd for His Majesty to think of being victorious. Now that Bulgaria has been beaten and forced to ask for peace, there is no pity for her. She richly deserves her fate; it was not so much the disastrous ambition of the country as of her King. Thousands of precious lives were uselessly sacrificed by King Ferdinand in the attempt to be lord and ruler of all the Balkan States. It was absolute madness on his part to run such risks after conducting so glorious a campaign against Turkey with the aid of Serbia, Greece, and Montenegro. It will take more than a quarter of a century for the Balkan people to recover the wiping out of so many thousands of men in the prime of life. While the new war was raging Turkey was sitting on the fence watching developments, to-day that Bulgaria is on the knee, she will no longer hesitate, like Roumania, to side with the victors. Bulgaria is no longer the "Prussia" of the Balkan States; that honour reverts to Serbia, who fought so pluckily to the end with the Greeks.

What humiliation for Bulgaria—all through her Sovereign! King Ferdinand was resolved that if Bulgaria were to achieve greatness, it was necessary to keep the Serbs and Greeks; he succeeded in doing this, but only for a very short time. It was treachery from beginning to end and destined to end in disaster. From the time the Serbians and Greeks started defeating the Bulgarians, the latter never recovered. Bulgaria, having thrown up the sponge, has appealed to Russia to intervene with a view to the immediate conclusion of peace; this move offers an excellent chance for the termination of hostilities under a durable settlement, provided that Bulgaria adopts a more conciliatory attitude respecting the claims of Serbia, Greece and Roumania. Serbia refuses intervention, and insists on Bulgaria settling accounts directly with Serbia. France, after consulting the other members of the Triple Entente, has undertaken to negotiate on behalf of Bulgaria, and is reported to have asked Serbia and Greece not to put forward excessive demands. Further Greek and Serbian successes or a move on the part of Roumania—now in the field—would cause further serious complications. The road to Sofia is practically open, and an armistice to serve the purpose of peace should be concluded forthwith. There should be no more haggling.

The French were not surprised to hear of Bulgaria's disaster, as the French Press a few days ago related how M. Mancini, the prominent historian, some years ago when the guest of Prince, now King, Ferdinand, foretold such a calamity. Knowing M. Mancini to be skilled in chiromancy, His Majesty requested him to read his hand. This is what he told the King:—  
"I see deep mourning for your Highness and for Bulgaria."

"I see a great joy in the form of a promotion, and in 1912 the realisation of a dream in which your Highness has hardly dared yet to believe."  
"And then?" said Prince Ferdinand. Mancini hesitated. "Tell me the truth," said the Prince. "Fortune is changeable," said Mancini. "In 1913 I hope I may be wrong—I read catastrophe for Bulgaria and for yourself."

All these things happened. Mourning took place when the Prince lost his mother. Promotion took place when the Prince became Czar of the Bulgars. In 1912 he pursued the Turks almost to the gates of Constantinople. He has just experienced the last catastrophe through his vaulting ambition.

If Bulgaria has suffered in material loss Austria has lost in influence. There is nothing more to be gained by continuing so ferocious a fratricidal conflict. A more wanton war has never entered upon. Is it not time the Concert of Europe relaxed its sphinx-like attitude? It is an anxious moment for the Great Powers, who run greater risks of being involved in the shambles now than before through the devastation of the Balkans, and Bulgaria's inglorious climb-down.

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the 2-pelins, and will carry machine guns and a 6 pr. quick-firer. Nor is this all, for they will be further fitted with wireless, and will boast of secret improvements in the bomb-dropping gear, and the armament. The Lunoville affair some months ago, when Germany's most up-to-date Zeppelin alighted on French soil through accident, enabled the French to turn out these two greatest airships the world has ever seen or heard of.

**FRENCHWOMAN ON BRITISH SUFFRAGETTES.**  
Several prominent Frenchwomen have, at the request of the Editor of the *Annuaire*, indicated how they would punish their mad militant sisters in England. Mme. Juliette Adam, the well-known French lady-journalist, says:—"I would apply the law, and thus teach them equality, since equality is what they want." Mme. Jeanne Berthier would sentence them or treat them as lunatics. Gyp, the talented lady-writer, would "sentence the Suffragettes, and if they tried to worry me by hunger-striking, I would certainly not feed them." Mme. Rachilde declares that the Suffragettes are ill, and that what they need most are doctors. "If you let women vote, you will introduce hysteria into legislation, for sensible women and calm women do not want the vote," she concludes.

**FUTURISM IN SCULPTURE.**  
As anticipated by several art critics here and elsewhere, futurism in sculpture has not "caught on." The idea of the new school is to represent the subject in characteristic poses like a series of successive photographs. It is one step along the road towards rendering sculpture "natural." The followers of the latest master adorn their statues of stone or bronze with actual hair, while below the wig glass eyes shine from the sockets! Why not dress the figures in clothes, since reality is the aim in view?

**NOTABLE JOCKEY REINSTATED.**  
Early next week George Stern, the winner of the Grand Prix, will once more be allowed to ride after having been suspended a fortnight as a punishment for "crossing" and interfering with two other jockeys on French Derby Day. Twelve months ago Wootton did the same thing, but was only cautioned; on Stern committing a similar sporting offence an exemplary punishment was made of him. The result of the Grand Prix nevertheless stands as good as ever.

**THE AGE TO MARRY.**  
*Le Gait Parisien*, published in Paris, has been asking its readers the following questions:—

- 1.—At what age should a young man marry?
- 2.—At what age should a young woman marry?
- 3.—What difference in age should there be between the couple?

Replies:—  
Thirty-two was the average age in answer to the first question and twenty-two the average age in answer to the second. Of over 10,000 voters only 936 believed in an actual age. About 400 readers replied briefly: "There is no need to get married at all!" *Punch's* advice.

**DEAD, ALIVE, AND—DEAD.**  
French surgeons are reputed for being as daring as they are clever. Everyone in the medical world is talking of Dr. Bouchon of this city, who succeeded in

bringing back to life for 35 minutes a woman on whom he had performed an extraordinary operation on the heart ten minutes after she had been pronounced dead. The woman had been run over by a motor car; at the hospital Dr. Bouchon opened the thorax and found that the left part of the heart had burst, the wound being three inches long. He sewed it up again, injected a serum, and massaged the heart. A minute afterwards the heart beat again, the woman's pulse being clearly perceptible. After thus living for 35 minutes, she died a second time. Death being due by the crushing of the right kidney and other vital parts. This wonderful operation proves, Dr. Bouchon informed the Academy of Science, that in the case of sudden death from a knife wound, or any clean form of transmutation of the heart, it is possible to bring a dead person to life again and keep such a person alive provided such a person is immediately operated upon.

#### STOMACH TROUBLES.

Stomach troubles always tend to become worse if neglected. The occasional headache or pains after eating, which trouble you now, may scarcely seem worth attention, but twelve months hence, if you neglect them, you may be numbered amongst the great army of dyspeptics, whose daily life becomes almost intolerable through chronic headaches, pains after eating, flatulence, biliousness, constipation, languor, sleeplessness and depression.

It is easier to prevent than to cure, therefore act promptly, and take Mother Seigel's Syrup daily, after your meals. It is a herbal remedy, made from more than ten varieties of roots, barks, and leaves.

You will find, as have tens of thousands before you, that it has a most beneficial effect upon the stomach, liver, and bowels.

Mr. G. Merrick, of 29, Spring Street, Ophirton, Johannesburg, writing on October 15th, 1912, says:—  
"I have no hesitation in saying that I owe my present good state of health to the efficacy of Mother Seigel's Syrup, a few bottles of the splendid medicine being sufficient to effect a complete cure, after doctors, and the many medicines I tried, had failed even to afford relief of a temporary nature."

"Twelve months ago, I became afflicted with indigestion and stomach troubles, which lasted for about nine months. During the whole of this period I never had a perfect night's rest, and had to endure most agonising pains in the chest and shoulders, these being particularly severe after eating and on retiring. In addition to this, I also suffered from heartburn, sick headaches, and pains in the small of the back. I had no appetite, food became distasteful, and I was depressed and nervous."

"I was rapidly going from bad to worse, and was in such a state that I was unable to give the attention to my business it demanded. Then I gave Mother Seigel's Syrup a trial. The third bottle effected a perfect cure."

As surely as the sun disorbs the morning mist, Mother Seigel's Syrup will bring relief if you suffer from the common ailments of stomach, liver and bowels.

Forty years of world-wide success have proved it. You can prove it, too, but naturally in some cases a little perseverance is necessary according to the hold your ailment has been allowed to obtain. In any case be sure you get the genuine Mother Seigel's Syrup manufactured by A. J. White (Colonial), Ltd., of Port Elizabeth, and resolutely refuse all substitutes that may be offered to you. They cannot contain the exact ingredients that have made Mother Seigel's Syrup the most popular remedy for stomach and liver troubles the world over. It has been tried and proved for the past forty years.

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**S. MOUTRIE & CO., LTD.**

[629-2]

BANKS		BANKS	
<b>YOKOHAMA SPECIE BANK, LIMITED.</b>	<b>THE NEDERLANDSCH-INDISCH HANDELSBANK.</b>	<b>THE NEDERLANDSCH-INDISCH HANDELSBANK.</b>	<b>THE NEDERLANDSCH-INDISCH HANDELSBANK.</b>
AUTHORISED CAPITAL ..... Yen 48,000,000	PAID-UP CAPITAL ..... Yen 30,000,000	RESERVE FUND ..... Yen 18,200,000	ESTABLISHED 1863.
HEAD OFFICE: YOKOHAMA.	BRANCHES AND AGENCIES AT:	Antung-Hsin	Liao-Yang Ryojun
Calcutta	London	San Francisco	(Port Arthur)
Bombay	Los Angeles	Shanghai	
Changhai	Lyons	Tientsin	
Dairen (Dalny)	Nagasaki	Yokohama	
Fengtien (Mukden)	Newchwang		
Hankow	Osaka		
Harbin	Peking		
Hongkong			
Kobe			

INTEREST ALLOWED ON CURRENT ACCOUNTS.  
Deposits received for fixed periods at rates to be obtained on application.  
EISHI ONO, Manager.  
Hongkong, 31st March, 1913. [464]

**INTERNATIONAL BANKING CORPORATION.**  
HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 50, Bishopsgate, E.C.

**BRANCHES:**  
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Shanghai, Yokohama.  
Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ..... \$7,000,000  
RESERVE FUND ..... \$1,450,000  
EVERY DESCRIPTION OF BANKING BUSINESS transacted.  
CURRENT ACCOUNTS opened on the usual terms.  
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

**BILLS NEGOTIATED AND COLLECTED.**  
MAIL AND TELEGRAPHIC REMITTANCES made.  
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

**THE BANK'S CIRCULAR LETTERS OF CREDIT** are available all over the world.  
**COMMERCIAL LETTERS OF CREDIT** issued.  
**PURCHASE AND SALE OF Stocks and Shares** effected.

**TRAVELLERS' CHECKS** sold and cashed.  
GEORGE HOGG, Manager.  
9, Queen's Road, Hongkong, 2nd November, 1912. [220]

**THE BANK OF TAIWAN, LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).  
Capital ..... Yen 10,000,000  
Capital Subscribed (paid up) ..... Yen 6,250,000  
Reserve Fund ..... Yen 2,620,000  
HEAD OFFICE: TAIPEI, FORMOSA.  
BRANCHES AND AGENCIES:  
Amoy, Swatow, Tainan  
Anping, Kobe, Tamsui  
Canton, Nagasaki, Tokyo  
Fenchow, Osaka, Yokohama  
Keelung, Shanghai

**HONGKONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS:  
STERLING ..... \$15,000,000 at 2/- = \$15,000,000  
SILVER ..... \$17,200,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

**COURT OF DIRECTORS.**  
S. H. DODWELL, Esq., Chairman.  
Hon. Mr. D. LAMBE, Deputy Chairman.  
G. F. BRIDGES, Esq., J. A. PLUMMER, Esq.,  
C. S. GILBEY, Esq., W. L. PATTERSON, Esq.,  
P. H. HOLYAK, Esq., H. A. SIEBS, Esq.,  
G. R. LAURENCE, Esq., Hon. Mr. B. SHOLLIM,  
F. LIEB, Esq.

**CHIEF MANAGER:**  
Hongkong—N. J. STABBS.  
Shanghai—A. G. STEPHEN.

**LONDON COUNTY AND WESTMINSTER BANK, LIMITED.**  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.  
On FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum  
For 6 months, 3 per cent. per annum  
For 12 months, 4 per cent. per annum  
N. J. STABBS, Chief Manager.  
Hongkong, 8th May, 1913. [18]

**HONGKONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.  
Rates may be obtained on application.  
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION:  
N. J. STABBS, Chief Manager.  
Hongkong, 1st July, 1911. [19]

**THE HONGKONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS:  
STERLING ..... \$15,000,000 at 2/- = \$15,000,000  
SILVER ..... \$17,200,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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C. S. GILBEY, Esq., W. L. PATTERSON, Esq.,  
P. H. HOLYAK, Esq., H. A. SIEBS, Esq.,  
G. R. LAURENCE, Esq., Hon. Mr. B. SHOLLIM,  
F. LIEB, Esq.

**CHIEF MANAGER:**  
Hongkong—N. J. STABBS.  
Shanghai—A. G. STEPHEN.



## "GUARANTEED"

UNDER THE PURE FOOD AND DRUGS ACT,  
UNITED STATES OF AMERICA.

On every bottle of Dr. Morse's Indian Root Pills sold in the United States of America there is placed an extra label, bearing a number and the word "Guaranteed" which denotes that the proprietors of Dr. Morse's Indian Root Pills guarantee that they contain nothing that is not in strict accordance with the Pure Food and Drugs Act. It is further guaranteed that Dr. Morse's Indian Root Pills comply with the regulations of the Department of Health, both as to the standard of purity of the ingredients used in their manufacture, and also that they are a good, wholesome remedy for the purposes they are advertised for. Dr. Morse's Indian Root Pills are a purely vegetable sugar-coated medicinal preparation, carefully compounded by experts, and are manufactured on the premises under the direct supervision of the proprietors. The care taken in the production of these Pills, is illustrated by the manner in which they are packed. Instead of being put up in cheap wooden boxes—that absorb poisonous and other substances—they are packed in glass bottles at a cost of five or six times that of wooden boxes. The extra cost is more than made up in the satisfaction of knowing that the Pills reach the public just as they left the laboratory, unaffected by moisture or climatic changes and free from contamination by contact with any foreign matter.

DR. MORSE'S  
**INDIAN ROOT PILLS**  
FOR THE LIVER

They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney troubles, Piles, Hemorrhoids, Bile and Blotches, and for Female Ailments.

For Sale by WHARFING, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 10 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors, 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.



Direct from  
the Looms to  
your Home



CONSULT our Catalogue, full of new ideas, showing in pictures, how to drap ordinary or modern windows. All kinds of CURTAINS, MATERIALS, MADRAS MUSLINS, CASHEMERE CURTAINS, AT LONDON PRICES. ALSO HOUSEHOLD LINEN, LADIES' and GENTS' UNDERWEAR, HATS and SHIRTS, COSTUMES, GENTS' CLOTHING and FURNITURE.

**Peach's**  
LARGE FREE  
CATALOGUE OF  
CURTAINS

TABLE LINEN PARCEL 22/-

Postage Paid.

1 HEAVY DOUBLE DAMASK ALL LINEN TABLE CLOTH, choice design, size 12 by 21 yds.

6 LINEN SERVINGES to match, 24 ins. sq.

1 DURABLE WHITE IRON DAMASK TABLE CLOTH, Ribbon Stripe Design, size 15 yds. sq.

1 COTTON DAMASK TABLE CLOTH, 60 ins. sq.

1 KITCHEN TABLE CLOTH, Half Bleached, 62 ins. sq.

1 IRON EMBROIDERED TEA CLOTH, 32 ins. sq.

1 Eas. Tow. Cloth, 1 Eas. Table Centre.

All goods ready to hand. Marvelous value.

Be sure write now for Catalogue, POST FREE.

S. PEACH & SONS, Box 404, The Looms, Nottingham, England.

RECORD CURTAIN PARCEL

Postage Paid.

Contains 6 pairs beautiful Curtains

namely:—

4 pairs All same Rich Old Lace Design, 5 yds. long, 60 ins. wide.

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Either parcel delivered POST FREE at above prices.

Greater bargains never offered.

Be sure write now for Catalogue, POST FREE.

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## A Drink to be grateful for.

Not simply a thirst-quencher or stimulant, but just the purest and most health-inspiring spirit that has ever been produced—

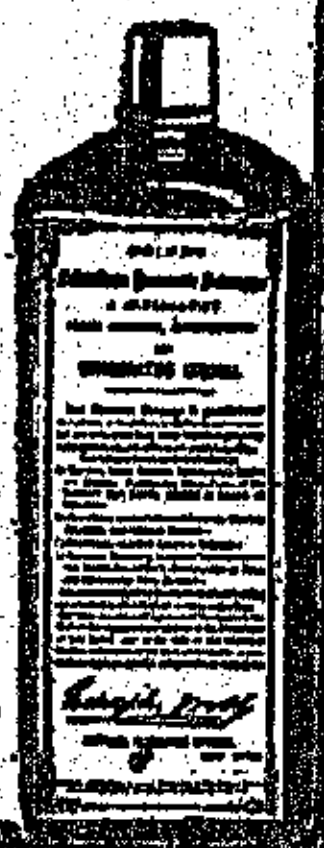
**Wolfe's**  
Aromatic Schiedam  
**Schnapps**

the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.

AGENTS:

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## THE TRADE OUTLOOK.

[FROM "THE BRITISH TRADE REVIEW."]

There has recently been a tendency to say, "Things are too good to last," that the boom period has reached its altitude, that manufacturers will soon be confronted with a slack time. But a comprehensive view of the condition of trade rather belies this melancholy outlook; indeed, on the other hand, the indications both in home markets and abroad favour the belief that certainly for the next six months, and probably for another year to come, business will be brisk and employment easy to secure—that is, if the workers do not spoil their own chances of livelihood with unreasonable demands for higher wages and hampering restrictions to output. In the six months that have just passed British trade has received many shocks. It has had to bear additional legislative burdens, to face the complex problem of higher wages and shorter hours, to stand the strain of more costly raw material and fuel, and to tender against foreign firms very advantageously placed with regard to low-priced labour and cheaper material and fuel. The loss of the contract for the supply of the lock gates and swing bridges for the East India Dock of the Port of London Authority is a case in point. The German tender was £16,000 below the lowest British tender, chiefly because of the fact that German workmen are content to toil for less wages, and to work longer hours. And seeing that a substantial order like this has gone to the Continent instead of into our own shops, there is not much satisfaction in pluming ourselves on the quality of our iron and steel work. Unless it can be turned out at a price really competitive with the quotations of foreign makers the prospect is not encouraging. The loss of a few such orders, either in dock appliances, or machinery, or railway material, would soon mean a decline of industry from the high level it has maintained during the past half-year. So far, however, despite the increased expense of production and contract-getting obstacles, there is no lack of work in the cotton mills, the engineering shops and other industries, though builders and repairers of merchant vessels assert that the demand for new craft is not quite so keen.

On the industrial side, it is significant that during the half-year, though wages have never been better or work so abundant, there has been a steady outgo of skilled hands from England and Scotland to Canada, Australia, New Zealand, and Africa. The emigration of these men cannot be otherwise than an advantage to the Colonies, for in the main they are skilled handicraftsmen and thrifty, but the denuding of the workshops of British firms of many of their best hands has been a source of quietude. The withdrawal of these hands, however, especially from the engineering shops, has, in the majority of instances, been followed by shrewd readjustment, inasmuch as in most of the big works there are groups of well-educated young engineers in training, and capable of taking on responsible work. Anyhow, firms have only suffered temporary inconvenience from the drain and are working to their full capacity and in many towns with double shifts of staffs or liberal overtime. So that, notwithstanding the many difficulties and disappointments some manufacturers have had to encounter, the general condition of trade is still highly prosperous; in fact, in a large number of establishments the order-books are well filled for at least the next 12 months, and few promises can be made for early delivery. Perhaps with the exception of merchant-shipbuilding, nearly every branch of industry is busy. The warship-construction firms, dock and bridge builders, machinists, electric engineers, gas, oil, and steam engine builders have almost more work than they can comfortably do, and motor-car makers are working practically day and night on pleasure and commercial vehicles, the latter being in huge demand now road traffic is becoming a rival to railway transit. There is at present no striking evidence of slackening of cargoes for export, indeed, the established shipping lines are making arrangements for new or extended services, anticipatory of expanding trade, instead of a slump. Additional shipping facilities are being organised, especially between the west coast ports, with Canada, the States, Central and South America, the Southern Colonies, Africa, and India, and cargoes not only of cotton fabrics, but of machinery and constructional work, are on their way in considerable bulk to the Malay States and to Chinese ports. There has, even in the past half-year, been a considerable extension of British trade abroad and in the Colonies, not only because British manufacturers, merchants, and shippers have given more direct attention to distant markets, but because of the great developments in industry and trade initiated and fostered in many instances by British capital in nearly every land.

The impetus given to our trade in the Near East since the patch-up of the war has not been without effect further away, and there is a disposition among English houses to try to extend their trade in Persia, Russia, Siberia, and beyond. Great Britain has every chance of strengthening her position over the Kowloon and Bussorah districts of Persia, notwithstanding Turkey's hitherto insistent claim to Kowloon, which possesses the best harbour on the Persian Gulf. Expediency, diplomacy, and perhaps a broader policy have all apparently contributed to better state of affairs. Turkey has become less aggressive, and whatever may have been the comprehensive results of the recent meetings of British and German statesmen, and of the deliberations between the King and the Kaiser, it is believed that some sensible and amicable arrangement has been arrived at with regard to the Bagdad Railway and its control. Great Britain is to have two votes on the railway board, and the line is not to be extended beyond Basra without the consent of our Government. Moreover, a British syndicate has been granted an option for the construction of a southern section of the railway, and generally British prospects are brighter in a territory that has enormous commercial value. Even during the past few years British merchants have

sustained great losses in their attempts to maintain business with the ports and bays, but with a distinctive interest in the Bagdad Railway, more security in the Kowloon and other districts, and less dread about the safety of the Indian frontier, our manufacturers are hopeful of a revival of trade. Before Russia, Turkey, and the Arab hordes disturbed the country, Persia was one of the most profitable of our markets, but the frequent lawlessness and daring caravan robberies, continued till a few months ago, tended to lessen enterprise. Now, with some guarantee of a renewal of confidence, and of doing a safer trade, English firms are anticipating good business in cotton fabrics and in general merchandise. Since Messrs. Armstrong, Whitworth & Co. built the noted ice boat for service on Lake Baikal, on the Trans-Siberian Railway, British engineers have been in evidence further away in the Far East, and have done a great deal towards the railway extensions in Manchuria and China. There are, notably in the latter Empire, splendid possibilities for British trade, and within the next few years China, with which we already do a very satisfactory business, will no doubt, become one of our best markets. With her awakening to civilisation, and with a big loan at her back, she cannot be otherwise than a good customer. Though manufacturers in the States and on the Continent are exploiting her with considerable enterprise and outlay, British firms are not letting the grass grow under their feet. By rail and boat they are sending out special travellers and appointing additional agents, and inasmuch as the Chinese have for many years had a high opinion of their integrity and of the quality of the goods, there should be no serious obstacle to the expansion of British trade in the ports and in the interior, where all sorts of schemes for public works and railway and road communication are projected.

## PUBLIC IMPROVEMENTS AT BOMBAY.

An important scheme for laying out the north of the island of Bombay has been introduced in the corporation. It provides for the driving of three main roads through the northern suburb, one a hundred feet wide and the other two sixty feet wide, so that these main arteries will be of continuous uniform width a distance of four or five miles. From these arteries there will be a network of branch roads, and two parks, one sixty acres and the other (left) are provided for. In a report presented to the members the executive engineer remarks that hitherto no drainage facilities have been provided. The few macadamised roads in existence are narrow and tortuous winding lanes, which during the monsoon act as watercourses, intersect the district, and afford the only means of access to many private houses and to groups of congested and insanitary dwellings; and under such conditions buildings are rapidly springing up without regard to access, alignment, or air space. In forwarding this report the municipal commissioner remarks that a movement of the population toward this district must be anticipated and should be provided for. If this provision is not made then it will become yet another repulsive slum. The corporation decided to refer the scheme to a committee, and Sir Pherozeshah Mehta and Sir Ibrahim Rahimullah protested that this was a work which should be carried out by the Improvement Trust, to which the corporation contributed nine and a half lakhs a year, and not left to the corporation. The cost of the scheme would be considerable.

## Give them Bovril

Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.



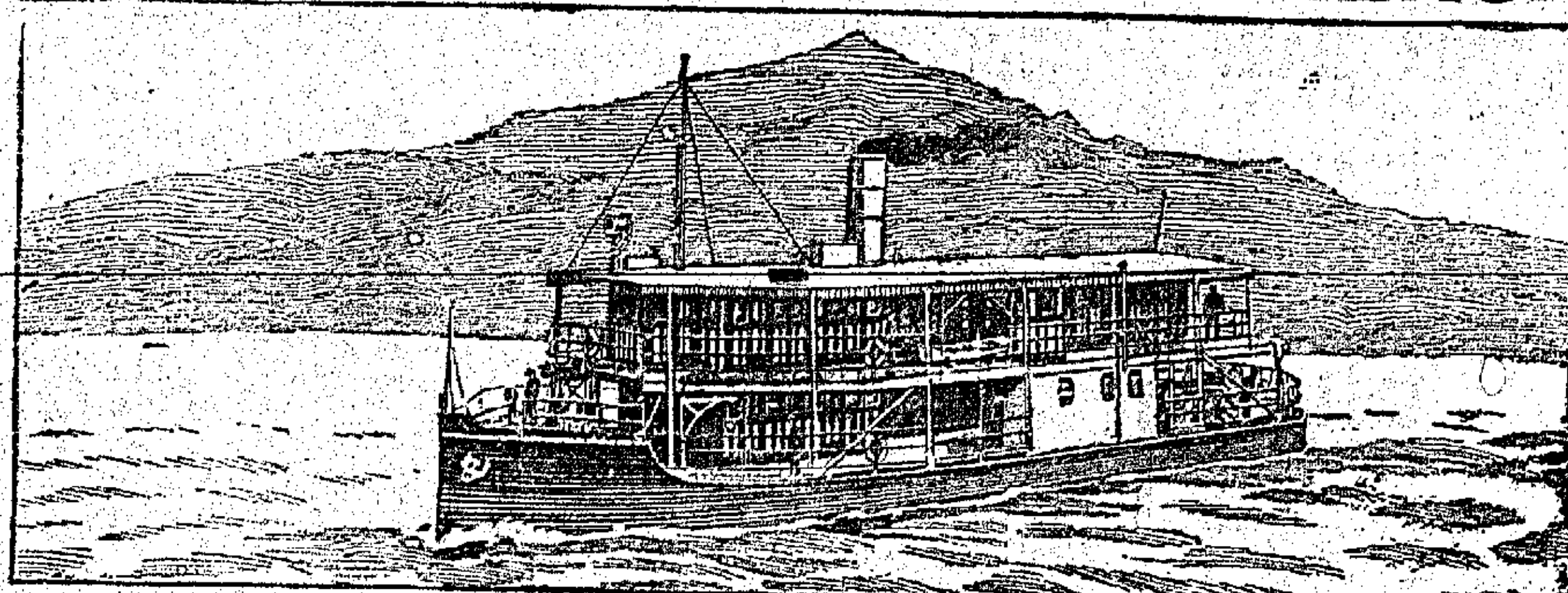
In three guaranteed ages:—  
"JOHNNIE WALKER" Over 6 years old. White Label.  
"JOHNNIE WALKER" Over 10 years old. Black Label.  
"JOHNNIE WALKER" Over 12 years old. Black Label.  
To be obtained from:  
THE HANKOW DISPENSARY CO., Ltd.,  
KAMP & CO., Shanghai.  
PERNIN COOPER & CO., Tientsin.  
SIEMSEN & CO., Canton and Hong Kong.  
JOHN WALKER & SONS, Ltd., Scotch Whisky Distillers, GLASGOW, SCOTLAND.



Drink Wisely  
**MONTSERRAT**  
Lime-Fruit Juice.

I don't care two straws for any but MONTSERRAT Lime Juice.  
It's a fine healthy, cooling, and refreshing drink, and keeps me fit in the hot weather.

## YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a specialty of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in place or in sections arranged so that they may be readily united while afloat.

For particulars apply to:—  
**YARROW & Co., Ltd., Shipbuilders, GLASGOW.** (Formerly of G. POPLAR, LONDON.)

## Rest and Comfort

for the mother and health for the baby follow the use of the 'Allenburys' Foods. They resemble healthy human milk in composition, nutritive value and digestibility. Babies fed on the 'Allenburys' Foods invariably thrive well.

**'Allenburys' Foods**

MILK FOOD No. 1. MILK FOOD No. 2. MALTED FOOD No. 3. The 'Allenburys' RUSKS (Malted).  
From birth to 3 m. old. From 3 to 6 months. From 6 months upwards. From 10 months upwards.

250 Pamphlet "Infant Feeding and Management" sent free.  
Allen & Hanburys Ltd., 83, Peking Road, Shanghai, P.O. Box 153, and London, England.

APPLICATIONS FOR AGENCIES IN

CHINA AND JAPAN.

Should be sent to our Agent:—

Mr. T. RUDDIMAN JOHNSTON,

13, Mikawadai-nanchi, Azabu-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

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FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.











## VESSELS ON THE BERTH

THE "INDRA" LINE, LIMITED.

FOR BOSTON &amp; NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"INDRAGHRI,"  
Captain Kelway, will be despatched as above  
on THURSDAY, 14th August.  
This steamer has superior accommodation  
for a limited number of Saloon Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.  
Agents.  
Hongkong, 1st August, 1913. (92)

THE PENINSULAR AND  
ORIENTAL STEAM NAVI-  
GATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN,  
EGYPT, MEDITER-  
RANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERMAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"DELTA,"  
Captain E. P. Martin, B.N.R., carrying his  
Majesty's Mail, will be despatched from  
this port for BOMBAY, on the  
16th August, 1913, at Noon, taking  
Passengers and Cargo for the above Ports,  
in connection with the Co.'s s.s. "Moskolia,"  
from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.

Silk and Valuable and Tea and Cargo for  
France and London (under arrangement)  
will be transhipped at Colombo into the  
Mail Steamer proceeding direct to  
Marseilles and London, other Cargo for  
London, &c., will be conveyed via Bombay  
in the s.s. "ARABIA," due in London on  
the 18th September, 1913.

Passes will be received at the Office  
until 4 P.M. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 4th August, 1913. (1)

HONGKONG-NEW YORK

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL

(With Liberty to call at the Malabar Coast.)

S.S. "BLOEMFONTEIN" ...

On or about 22nd August.

For freight and further information

apply to—SHEWAN, TOMES &amp; Co.

General Agents.

Hongkong, 6th August, 1913. (949)

LATEST STEAMER MOVEMENTS.

The P. &amp; O. str. "Nore" is expected to

arrive at Penang on the 11th August, at

7 a.m.

SHIPPING REPORTS.

The British str. "Chinthee" reports:

Strong S.W. winds and squally weather.

PASSED THE CANAL.

May 30th—Antiochus, Nore.

June 6th—Tydeus, Den of Glamis.

June 10th—Nippon.

June 13th—Indraghri, Nile.

June 17th—Dunbar.

June 20th—Cottrell Range, Yangtze.

O. J. D. Akers.

June 24th—Mainam.

July 1st—Palawan, Afghan Prince.

Arctos, Glenfarg.

July 4th—Teles, Polynesien.

July 8th—Geben, Japan, Theesus.

Baran, Onley, Neleus.

July 11th—City of Baroda.

July 16th—Benlomond, Idomenus.

Sumatra, Wakasa Maru, Kito.

July 18th—Aki Maru, Australian.

Austria, Iyo Maru.

July 20th—Benalder, Deuclon, Lutrov.

Nubia, Patroclus, Samhie, Atrous.

Sengambia.

August 1st—Armand Behie, Sado Maru.

Scharnhorst.

August 5th—Deuclon, Jason, Alesia.

Patroclus, Laomedon, Sombia.

ARRIVALS AT HOME.

August 5th—Bentlarig, Derflinger, Mon-

trose, Indraghri, Magellan.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

MAJILA

TIENTSIN VIA CHEFOO

SANDAKAN

SINGAPORE, PENANG &amp; CALCUTTA

DALNY &amp; CHINWANTAO

Kobe &amp; MOJI

SHANGHAI

SINGAPORE, PENANG &amp; CALCUTTA

MAJILA

RETURN TOURS TO JAPAN.

The Steamers "Kurekawa," "Namsang," and "Fookwang" leave about every 3 weeks for

Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days.

This service is supplemented by the "Laisang" and "Kurekawa," leaving Hongkong at regular

intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied

16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light.

Taking Cargo on through Bills of Lading to Y'tze, Chefoo, Tientsin, Dalny, W'wei, Tientsin, Chefoo,

Jungtion and Labuan.

Telephone No. 215, Sub. Exch. 1.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

Hongkong, 8th August, 1913.

(14)

JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

Hongkong, 8th August, 1913.

(14)

JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

Hongkong, 8th August, 1913.

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JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

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GENERAL MANAGERS.

Hongkong, 8th August, 1913.



# BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**  
S.S. "GREGORY" 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, Kobe, and MOJI on 20th August.  
S.S. "DELWABA" 5,328 tons, Captain G. N. Ramago, R.N.R., will be despatched to YOKOHAMA, Kobe and MOJI on 24th August.

**WESTWARD.**  
S.S. "JAPAN" 6,013 tons, Captain C. P. Soden, will be despatched as above on 12th August.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

**DAVID SASSOON & CO., LTD.**  
HONGKONG, 7th August, 1913. Agents

# "THE BIG 4"

## PACIFIC MAIL S.S. CO.

COMFORT.	From HONGKONG calling at
<b>MONGOLIA</b> 27,000 tons, twin screws.	SHANGHAI, NAGASAKI,
<b>MANCHURIA</b> 27,000 tons, twin screws.	Kobe (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	YOKOHAMA and HONO.
<b>SIBERIA</b> 18,000 tons, twin screws.	LULU (the "Paradise of the
<b>NILE</b> 11,000 tons.	Pacific) through Service via
<b>CHINA</b> 10,000 tons.	NEW YORK to Europe.
<b>PERSIA</b> 9,000 tons.	
SAFETY.	SPEED.

### SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

**The Cost:** is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109), and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
NILE	11,000	SATURDAY, 16th Aug., at 3 p.m.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 p.m.
PERSIA	9,000	SATURDAY, 15th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at Noon.
CHINA	10,000	TUESDAY, 14th Oct., at 1 p.m.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 3 p.m.

### INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and YOKOHAMA Free of Charge.

### HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
16th Aug. ... NILE	16th Aug.	17th Aug. ... NILE	9th Aug.
13th Sept. ... PERSIA	16th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERSIA	4th Sept.
28th Oct. ... NILE	29th Oct.	10th Sept. ... KOREA	12th Sept.
25th Nov. ... PERSIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.

### LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).  
O. H. RITTER, Acting Agent.  
Panama-Pacific International Exposition—San Francisco—1915

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
via SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
via SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KOBÉ AND AUSTRIEN	Capt. Girard	On 11th Aug. at 7 A.M.
YOKOHAMA	Capt. Girard	On 12th Aug. at 1 P.M.
MARSEILLES VIA PORTS	Capt. Girard	On 12th Aug. at 1 P.M.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,  
QUEEN'S BUILDING.

# THE BANK LINE. LIMITED.

(ANDREW WEIR & CO.)

## TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM  
HONGKONG  
TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.  
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUAY BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG.	Proposed SAILINGS.	From COLOMBO.
30th August.	Connecting with "TYMERIC"	12th Sept.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGUAY BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS (if convenient) independent of others, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

### PROPOSED SAILINGS.

For Rates and Further Information, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. SATURDAY, 9th August, 1913.

8 a.m. "KINSHAN"	2 a.m. "HONAN"
10 p.m. "HUNGSHAN"	2 p.m. "FATSHAN"
	3 p.m. "KINSHAN"

SUNDAY, 10th August, 1913.

9 p.m. "HONAN"	4 p.m. "HUNGSHAN"
10 p.m. "FATSHAN"	

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 10th August, 1913

The Company's Steamship "SUI AN" Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

### FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 tons. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "FAINAN" 568 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
Hotel/Mansions (First Floor), opposite the Blake Pier. [51]

# SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBÉ AND MOJI	"YEDDO"	7,200	On 7th Sept.

For Freight and further Particulars, apply to  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.

# SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIVO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and

HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances, and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND RIO GRANDE.**

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the

Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 622.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. [57]

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 15th August, at 4 p.m.

Stowage, Luggage, Laundry, Wireless Telegraphy.

FARES: Hongkong, Trieste (Venice), 250 1st, 236 2nd, 219 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS" 12,900 tons, will leave as above about 2nd Sept.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stowage, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

VIA SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £21.6.

VIA ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Lake Lucerne, Calais or Boulogne, Class I £25.15, II £21.6.

VIA VIENNA EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £25.15, II £21.6.

VIA TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £27.18, II £21.6.

TO SHANGHAI.

S.S. "AFRICA" 8,940 tons, will leave as above on 31st August, at 5 a.m.

FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.

to KOBE via SHANGHAI, YOKOHAMA.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

**SANDER, WIELER & Co., Agents.**

Hongkong, 2nd August, 1913. [52]

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS AND DISPLACEMENT

TONS

SAILING DATES.

MARSEILLES, LONDON and

ANTWERP, via SINGA.

PORE, PENANG, COLOMBO,

SUEZ and PORT SAID ...

VICTORIA, B.C., and

SEATTLE via KEELUNG,

SHANGHAI, MOJI, KOBÉ,

YOKOHAMA, SHIMIZU

and YOKOHAMA ...

SYDNEY and MELBOURNE,

ISLAND, TOWNSVILLE

and BRISBANE ...

CALCUTTA via SINGAPORE,

PENANG & RANGOON ...

BOMBAY via SINGAPORE,

and COLOMBO ...

KOBÉ and YOKOHAMA ...

SHANGHAI, KOBÉ and YOKO-

HAMA ...

NAGASAKI, KOBÉ and YOKOHAMA

SHANGHAI, MOJI and KOBÉ

§ Fitted with New System of Wireless Telegraphy.

1 Cargo only

**REDUCED SUMMER RATES**

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

YOKOHAMA KOBÉ MOJI NAGASAKI

Return Return Return Return

1st Class ... \$135 \$122 \$108 \$95

2nd " ... \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1241.

[11-12-13]

# PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS

Leave

Connecting Steamers

Due

to

HONGKONG

from COLOMBO to

BRINDISI (London 1 day later)

STEAMER

Neon, SATURDAY

STEAMER

SUNDAY

SATURDAY

DELTA ... August 16

ARCADIA ... August 30

DEVANHA ... Sept. 13

ASSAYE ... Sept. 27

CHINA ... Oct. 11

DELTA ... Oct. 25

INDIA ... Nov. 8

MARSEILLES ... Nov. 22

HOLDAVIA ... Dec. 6

Passengers arrive Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

LONDON

1st Saloon "A" Accommodation Single £65. Return £97.

2nd Saloon "B" " " £59. " £89.

" " " " £44. " £66.

" " " " £40. " £60.

MARSEILLES



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 14th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 15th Aug.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NAMUR	About 20th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKO, and YOKOHAMA	Capt. D. Ashby	About 23rd Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent

Hongkong, 9th August, 1913.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 9th Aug. D'light.
SHANGHAI	"CHENAN"	On 9th Aug. M'night.
SAIGON	"HANGCHOW"	On 10th Aug. D'light.
HOIHOW and HAIPHONG	"KAIFONG"	On 10th Aug. 9 A.M.
SWATOW, AMOY, NINGPO and SHANGHAI	"KIUKIANG"	On 12th Aug. Noon.
MANILA, CEBU and ILOILO	"CHINUA"	On 12th Aug. 4 P.M.
SHANGHAI	"LUOHOW"	On 14th Aug. 4 P.M.
SHANGHAI	"LINAN"	On 16th Aug. M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU."

MANILA LINE—TWIN SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted; Extra State-rooms on Deck, sit on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUOHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

R.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$35.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS

Hongkong, 8th August, 1913. Telephone 35.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	...	On 10th Aug. 11 A.M.
ALDENHAM	...	...
ST. ALBANS	...	On 19th Sept. 11 A.M.
EASTERN	...	On 31st Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# HAMBURG - AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK

and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	FOR MARSEILLES, HAVRE and HAMBURG:
S.S. SCANDIA ... 17th Aug.	S.S. BREUSSEN ... 10th Aug.
S.S. UCKERMARK ... 25th Aug.	FOR HAVRE, DUNKERK, ROTTERDAM & HAMBURG:
S.S. SENEGAMBIA ... 28th Aug.	S.S. BERMUDA ... 18th Aug.
S.S. LIBERIA ... 11th Sept.	FOR MARSEILLES & HAMBURG:
S.S. ALLENGA ... 20th Sept.	S.S. SAXONIA ... 22nd Aug.
S.S. SUEDEMARK ... 20th Sept.	FOR HAVRE, BREMEN & HAMBURG:
S.S. ARABIA ... 6th Oct.	S.S. SILEZIA ... 24th Aug.
S.S. BEGOVIA ... 20th Oct.	FOR VANCOUVER, SEATTLE and/or Tacoma & PORTLAND (Or.):
S.S. ALTMARK ... 5th Nov.	S.S. UCKERMARK ... 27th Aug.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SUEVIA ... 4th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th August, 1913.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY and FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. H. Hodgins	SATURDAY, 9th Aug. at 2 P.M.
"HAICHOW"	Capt. W. G. Moore	FRIDAY, 15th Aug. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of July and August FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPEAUX & Co.,  
GENERAL MANAGERS.

Hongkong, 7th August, 1913.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.  
and the TWIN SCREW S.S.

## NIPPON MARU & HONGKONG MARU.

### INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., Noon.
TENYO MARU	E. Bont	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.

THE S.S. "NIPPON MARU" will be dispatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th August, at Noon.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the FERROVIA NACIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

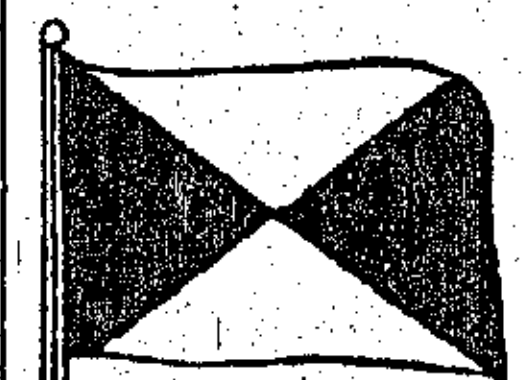
Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT.

King's Building (Opposite Bako Pier).

2371



## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug. 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 25th Aug. 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES &amp; Co. General Managers, Hongkong, 7th August 1913.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH  
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

## SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug. at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept. at 1 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 17th Sept. at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct. at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct. at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct. at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG &amp; COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	A. Yamamoto	THURSDAY, 4th Sept. 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept. 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 25th Oct. 4 P.M.

FOR MOJI, KOBE and YOKOHAMA.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z KAMIYA

MANAGER

Second Floor, No. 1, Queen's Building

# THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 503, or 681.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 18,248 square yards, or 14.1 acres.

Custom-house brokerage and insurance undertaken. Rules moderate.

Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[713]

# NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE," Capt. J. Bortfeldt	20,300	Wed. day, 20th Aug. at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW," Capt. H. Textor	17,300	About Wed. day, 20th Aug.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	Saturday, 9th Aug. at 6 P.M.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. Bremer	6,000	About Tuesday, 19th Aug.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. Kohler	5,000	About End of August

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG and CHINA.

Hongkong, 9th August 1913.

## SHIPPING IN PORT.

STEAMERS	ARRIVE	FROM
BARON JEDBURGH, British str.	2,818.	H. H. Bridge; 4th August—New York 17th June, Petroleum—Standard Oil Co.
CANADA MARU, Japanese str.	6,004.	K. Hori, 6th August—Shanghai 3rd August, General.—Osaka Shosen Kaisha.
CANADA MARU, Japanese str.	3,478.	K. Hori, 6th August—Shanghai 3rd August, Mails and General.—Osaka Shosen Kaisha.
CHILDAR, Norwegian str.	1,102.	N. Hjorth, 7th August—Pakalangan, General.—Aagaard, Thoresen & Co.
DAIGI MARU, Japanese str.	846.	S. Tokushige, 7th August—Swatow 6th August, General.—Osaka Shosen Kaisha.
EMPEROR OF ASIA, British str.	8,583.	S. Robinson, 30th July—Liverpool 4th June, General.—Canadian Pacific Railway.
ETNNE RICKMERS, German str.	2,543.	H. Baum, 4th August—Sabang 26th July, General.—Mitsui Bussan Kaisha.
GLENORIE, British str.	2,399.	Graves, 1st August—Singapore 26th July, General.—Chinese.
HAKUSHIKA MARU, Japanese str.	3,361.	S. Sada, 31st July—Moji 23rd July, Coal.—Osaka Shosen Kaisha.
HANGHONG, British str.	909.	J. E. Owen, 5th August—Saigon 1st August, Rice.—Butterfield & Swire.
HANOI, French str.	789.	Chevalier, 7th August—Haiphong 6th August, General.—A. B. Marty.
HEINE, German str.	771.	J. Jensen, 7th August—Swatow 6th August, General.—Jensen & Co.
HOPSON, British str.	1,350.	J. M. Hay, 3rd August—Chingwantao 25th July, Coal.—Jardine, Matheson & Co.
JAPAN, British str.	3,886.	Seddon, 2nd August—Moji 28th July, Coal.—David Sassoon & Co.
KAFONG, British str.	897.	Sidford, 1st August—Hohow 31st July, General.—Butterfield & Swire.
KALIMA, British str.	3,041.	Stewart, 1st August—Durban 30th June, Bulk Oil.—Dodwell & Co.
KEEMUN, British str.	3,871.	Comadi, 4th August—Vancouver 28th June, General.—Butterfield & Swire.
KIUKIANG, British str.	1,228.	Robertson, 5th August—Hongkong 2nd August, Coal.—Butterfield & Swire.
KUMANG, British str.	2,077.	Wheeler, 6th August—Singapore 1st August, General.—Jardine, Matheson & Co.
KWANTON, Chinese str.	1,533.	C. Stewart, 23rd July—Shanghai 18th July, General.—Chinese.
LAERIES, British str.	1,340.	Wawn, 21st July—Saigon, 17th July, Rice.—Chinese.
MACHEW, German str.	996.	R. Zollner, 4th August—Bangkok 25th July, Rice and Meal.—Butterfield & Swire.
MANDANAN MARU, Japanese str.	3,343.	T. Ota, 1st August—Moji 26th July, Coal.—Mitsui Bussan Kaisha.
MAUSANG, British str.	1,448.	W. H. Aleck, 3rd August—Sandakan 26th July, Timber.—Jardine, Matheson & Co.
MISORI MARU, Japanese str.	1,905.	Uchikoshi, 27th July—Kwang Yen 24th July, Stone.—A. Buno & Co.
NAMSONG, British str.	2,501.	H. E. Gilroy, 2nd August—Moji 25th July, Coal and General.—Jardine, Matheson & Co.

## PASSENGERS.

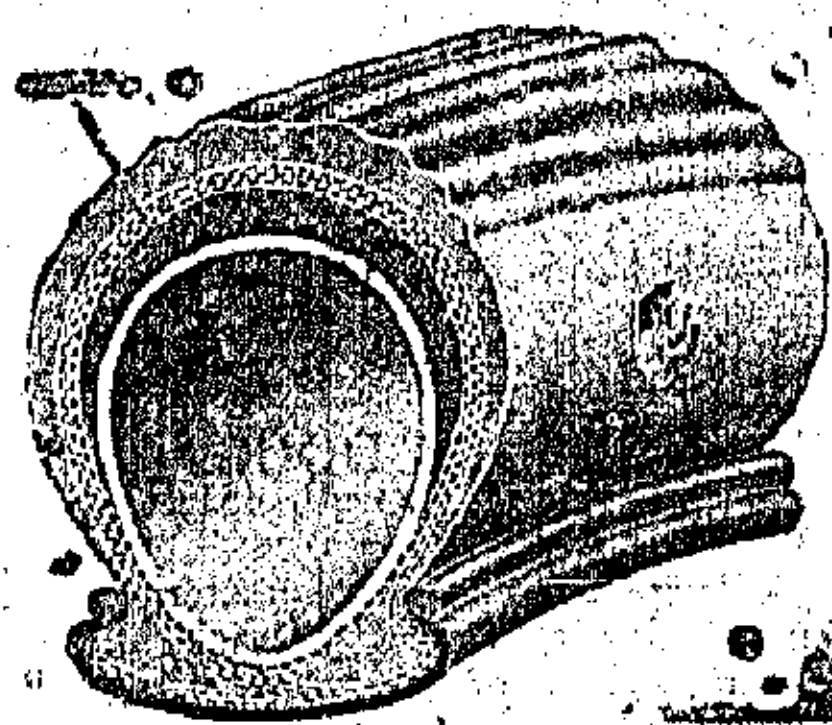
Per *Scania*, for London, Eng. Condr. V. F. Snook, Mrs. A. Ramsey, child and infant, Mr. and Mrs. A. J. Gunnell, Mrs. A. L. Perfect, Mr. W. Morris, Mr. M. J. Hunt, Mrs. Snook and nurse; for Marseilles, Mr. W. D. Welsh; for Singapore, Mr. Hulst.Per *Chigo Maru*, for San Francisco, etc. Mr. H. A. Hill, Mr. and Mrs. H. Bostwick, Mr. J. W. Gill, Mr. W. E. Babboth, Mr. J. I. Baldwin, Miss R. Conway, Miss H. Hempstead, Mr. C. H. Woodward, Mrs. W. T. Stetley, Mr. E. Ralphs, Miss D. Z. Stan, Miss Vaughan, Miss R. von Kaufman, Mr. B. G. James, Mr. F. J. Paloman, Mr. O. Graham, Mr. and Mrs. W. M. Cressy, Mrs. A. J. Comstock, Miss I. Cullinan, Miss M. Hodges, Miss R. Conway, Mr. J. Williams and servant, Mrs. O. Schutze, Mrs. M. Estébe, Mr. D. Vega, Mr. L. Marsh, Miss E. Everett, Mr. and Mrs. J. Lambé, Miss Lambert, Mr. Chas. J. Hagne, Mr. and Mrs. F. P. Merritt, Mr. S. Handa, Mrs. J. P. Fredendall, Mrs. F. I. Smith, Miss R. A. Forsyth, Miss Susie O. Newhouse, Miss Adams, Miss Zeily, Mr. and Mrs. Lloyd, Mr. and Mrs. P. L. Hunsack, Miss Hossack, Miss Harwood, Miss Riley, Miss Sander, Mr. F. Rayne and Mr. L. G. Stockwell.

## NOTICE TO KOWLOON RESIDENTS

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**PNEUMATIC**  
for  
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 4th August, 1913.



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Hongkong, 4th August, 1913.

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SCHROEDER'S

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Representative for China:

HUGO C. A. FROMM.

Hongkong, 4th August, 1913.

## NOTICE POST OFFICE

The Presses, with the Mails from London (via Siberia) of Wednesday and Saturday,  
the 16th and 19th inst., is due to arrive here to-day.The Australian, with the French Mail from Europe, is due to arrive here to-morrow, at  
1 p.m.

FOR	FOR	DATE
Pakhoi and Taihoug	Hanoi	Saturday, 9th, 10.00 A.M.
Amoy and Foochow	Haiyang	Saturday, 9th, 1.00 P.M.
Philippine Islands	Yuenang	Saturday, 9th, 1.00 P.M.
Macao	Sui Tai	Saturday, 9th, 1.15 P.M.
Straits, Borneo and India via Calcutta	Kanagawa Maru	Saturday, 9th, 4.00 P.M.
Japan via Yokohama and Kobe	Hokushiki Maru	Saturday, 9th, 4.00 P.M.
Shanghai and North China	Chenax	Saturday, 9th, 5.00 P.M.
(EUROPE VIA SIBERIA)	Chinghing	Saturday, 9th, 5.00 P.M.
Chokeo and Tientsin	Prinz Sigismund	Saturday, 9th, 5.00 P.M.
Philippine Islands, Amoy, Yap, Maroon, Friedrich Wilhelmshafen, Rabaul, Har- bertsch, Matupi, Samarai, Tasmanian, New Zealand, S. and W. Australia via Brisbane	Hanchoy	Saturday, 9th, 5.00 P.M.
Saigon	Kaifong	Saturday, 9th, 5.00 P.M.
Hoilow, Haiphong and Pakhoi	Daigi Maru	Sunday, 10th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamsui	Australian	Sunday, 10th, 9.00 A.M.
SHANGHAI, NORTH CHINA, AND JAPAN via Kobe	Mausang	Monday, 11th, 11.00 A.M.
(EUROPE VIA SIBERIA)	Namsang	Monday, 11th, 1.00 P.M.
Sadakh	Hopang	Monday, 11th, 2.00 P.M.
Straits and India via Calcutta	Kukiang	Tuesday, 12th, 10.00 A.M.
Daly		Tuesday, 12th, 10.00 A.M.
Swatow and Amoy		Tuesday, 12th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA MARSHALLS (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Amazona	Registration with late fee of 10 cents, up to 11.00 A.M. Registration Kowloon B.O. ... 11.15 A.M. Letters ... 11.00 A.M.
JAPAN via Kobe	Kamsang	Tuesday, 12th, 2.00 P.M.
Philippine Islands	Chinhua	Tuesday, 12th, 3.00 P.M.
Formosa via Kooling, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash.	Shidzuo Maru	Tuesday, 12th, 5.00 P.M.
Straits and Ceylon	Hitschi Maru	Tuesday, 12th, 5.00 P.M.
Shanghai and North China	Choyson	Wednesday, 13th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Empress of Asia	Registration ... 10.00 A.M. Registration with late fee of 10 cents up to 10.30 A.M. Registration Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
Batavia, Cebu, Samarang, Sourabaya and Melasur	Tjimanoh	Thursday, 14th, Noon
Shanghai and North China	Luchow	Thursday, 14th, 5.00 P.M.
Swatow, Amoy and Foochow	Hainan	Friday, 15th, 10.00 A.M.
Straits and India via Calcutta	Yushing	Friday, 15th, 1.00 P.M.
Philippine Islands	Rubi	Friday, 15th, 3.00 P.M.
Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin	Empire	Saturday, 16th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, AND CANADA via SAN FRANCISCO	Nile	Saturday, 16th, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.00 A.M. Registration with late fee of 10 cents up to 10.45 A.M. Registration Kowloon B.O. at 9.30 A.M. Letters ... 11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, AND EUROPE VIA BRINDISI Late Letters 11.00 to NOON (Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel mail will be closed on Friday, the 15th inst., at 5 p.m.	Delta	Saturday, 16th, Printed Matter and Sam- ples ... 10.15 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Registration Kowloon B.O. ... 9.30 A.M. Letter ... 11.00 A.M.
Philippine Islands	Loongyong	Saturday, 16th, 1.00 P.M.

## COMMERCIAL

## CLOSING QUOTATIONS.

August 8th.

ON LONDON:—	
Telegraphic Transfer .....	1/11 1/2
Bank Bills, on demand .....	1/11 1/2
Bank Bills, at 30 days' sight .....	1/11 1/2
Bank Bills, at 4 months' sight .....	2/-
Credits, at 4 months' sight .....	2/-
Documentary Bills, 4 months' sight .....	2/- 1/2
ON PARIS:—	
Bank Bills, on demand .....	2/02
Credits, at 4 months' sight .....	2/52
ON HAMBURG:—	
On demand .....	202 1/2
ON NEW YORK:—	
Bank Bills, on demand .....	48 1/2
Credits, at 60 days' sight .....	49 1/2
ON BOMBAY:—	
Telegraphic Transfer .....	148 1/2
Bank, on demand .....	148 1/2
ON CALCUTTA:—	
Telegraphic Transfer .....	148 1/2
Bank, on demand .....	148 1/2
ON SHANGHAI:—	
Bank, at sight .....	73
Private, 30 days' sight .....	73 1/2
ON YOKOHAMA:—	
On demand .....	87 1/2
ON MANILA:—	
On demand—Pesos .....	97 1/2
ON SINGAPORE:—	
On demand .....	85
ON BATAVIA:—	
On demand .....	119 1/2
ON HAIPHONG:—	
On demand .....	13 1/2 p.m.
ON SAIGON:—	
On demand .....	11 1/2
ON BANGKOK:—	
On demand .....	77 1/2
SOVEREIGNS, Bank's Buying Rate .....	\$10.00
GOLD LEAF, 100 fine, per tael .....	\$52.60
BAB SILVER, per oz. ....	27 1/2

## SUBSIDIARY COINS.

Chinese	20 cents pieces	\$7.12 discount
Coinage	10	\$7.68
Hongkong	20	\$6.00
Hongkong	10	\$7.16

## MAILS VIA SIBERIA.

Leave	Due
July 12th.	August 4th.
July 14th.	August 7th.

## SHARE LIST.—QUOTATIONS.

HONGKONG 8TH AUGUST, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$100)	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	(\$10)	5 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$1	all	\$1, buyers	
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Ts. 53	all	Ts. 122	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$1	
Dairy Farm Company, Limited	40,000	\$1 1/2	all	\$1 3/4, buyers	5 p.c.
DOCKERS AND WHARVES.—					
Hong & Kowloon Wharf & G. Co., Ltd.	60,000	\$53	all	\$53, buyers	5 p.c.
Hong & Wharves Dock Co., Ltd.	50,000	\$53	all	\$53, sellers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$53	all	\$53, sellers	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,000	Ts. 100	all	Ts. 100, sellers	
S'hai Dock and Engineering Co., Ltd.	55,000	Ts. 100	all	Ts. 100, sellers	
Green Island Cement Co., Limited	400,000	\$10	all	\$5, sellers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$10, sellers	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$80	all	\$12 1/2, buyers	5 p.c.
Manila Metropole Hotel Limited	8,000	\$80	all	\$80, buyers	5 p.c.
Hongkong Ice Company, Limited	15,000	\$5	all	\$5, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$10, sellers	9 1/2 p.c.
Hongkong & South China Steamship Co., Ltd.	15,000	\$10	all	\$10, sellers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	\$1, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$35	\$50	\$37	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$17, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$25	\$50	\$16, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Ts. 137 1/2	
Union Insurance Society, Limited	12,400	\$25	\$100	\$78, sellers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$10, g. & s. 3	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$10	all	\$15 1/2, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$100	
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$10, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$53	\$50	\$44, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	75,000	Ts. 50	all	Ts. 83	
West Point Building Co., Limited	12,500	\$50	all	\$7 1/2, sellers	5 1/2 p.c.
Mitsubishi Torijima, Boshu-shi Landown exploitation in Langkat	25,000	Gls. 10	all	Ts. 25, sellers	
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$1	
Heavwood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$1	
Raeb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$1, sellers	
Treasury Mines, Limited	160,000	\$1	all	\$1, buyers	
Peak Tramways Co., Limited	25,000	\$10	all	\$10, sales	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$10	
Pulper et Papeteries du Tonkin Societe des	75,000	\$10	all	\$10	
13,200	\$1	all	\$1	\$1, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$93, sellers	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$95, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10	
Douglas Steamship Co., Limited	20,000	\$25	all	\$12, sales	5 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$7 1/2, x. div. buy.	7 1/2 p.c.
Indo-China Steam Navigation Co. Ltd.	60,000 pref.	\$25	all	\$30, buyers	
Shell Transport & Trading Co., Ltd.	60,000 def.	\$25	all	\$109, buyers	6 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$10, buyers	5 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$25, buyers	
Steam Laundry Company, Limited	20,000	\$5	all	\$4, buyers	
Straits and Singapore					
Campanell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$10	all	\$11, sellers	4 p.c.
Watson & Co., A. S. Limited	90,000	\$10	all	\$8, sales	
Weissmann, Limited	3,000	\$10	all	\$11, buyers	
Union Waterworks Co., Limited	50,000	\$10	all	\$17 1/2, sales	5 1/2 p.c.

Para Rubber in London ... 3/8 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Par.

VERRON &amp; SMYTH, Share Brokers.

## TO-NIGHT

9.15 P.M.—A Grand Promenade Concert on  
the FORTKONG CRICKET Club Ground.

## FORTHCOMING EVENTS.

Wednesday, 13th Aug.—  
9 P.M.—New Bandmann Opera Co. at the  
Theatre Royal.—"The Pink Lady."  
Thursday, 14th Aug.—  
9 P.M.—New Bandmann Opera Co. at the  
Theatre Royal.—"The Dairymaids."  
Friday, 15th Aug.—  
9 P.M.—New Bandmann Opera Co. at the  
Theatre Royal.—"Autumn Manoeuvres."  
Saturday, 16th Aug.—  
Noon—Hongkong and Shanghai Banking  
Corporation Meeting of Shareholders at  
the City Hall.  
Tuesday, 2nd Sept.—  
11 A.M.—Auction of H.M.S. "Alacrity" on  
board at H.M. Naval Yard.

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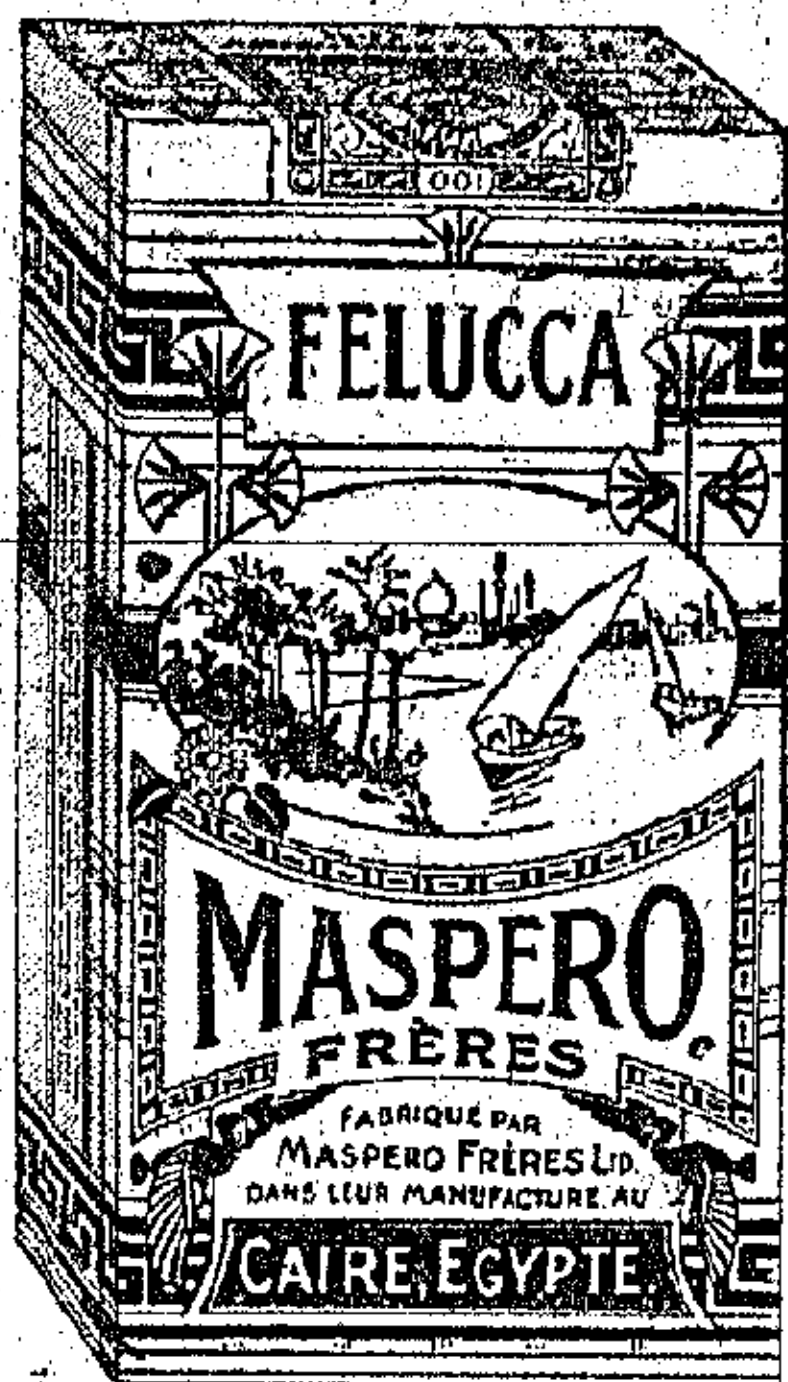
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A Luxury  
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British-American Tobacco Co., Ltd., Hong Kong.PETER'S, NESTLE'S AND  
KOHLER'S CHOCOLATES.

## COMPETITION NO. 5. (July).

## PRIZE ANNOUNCEMENT.

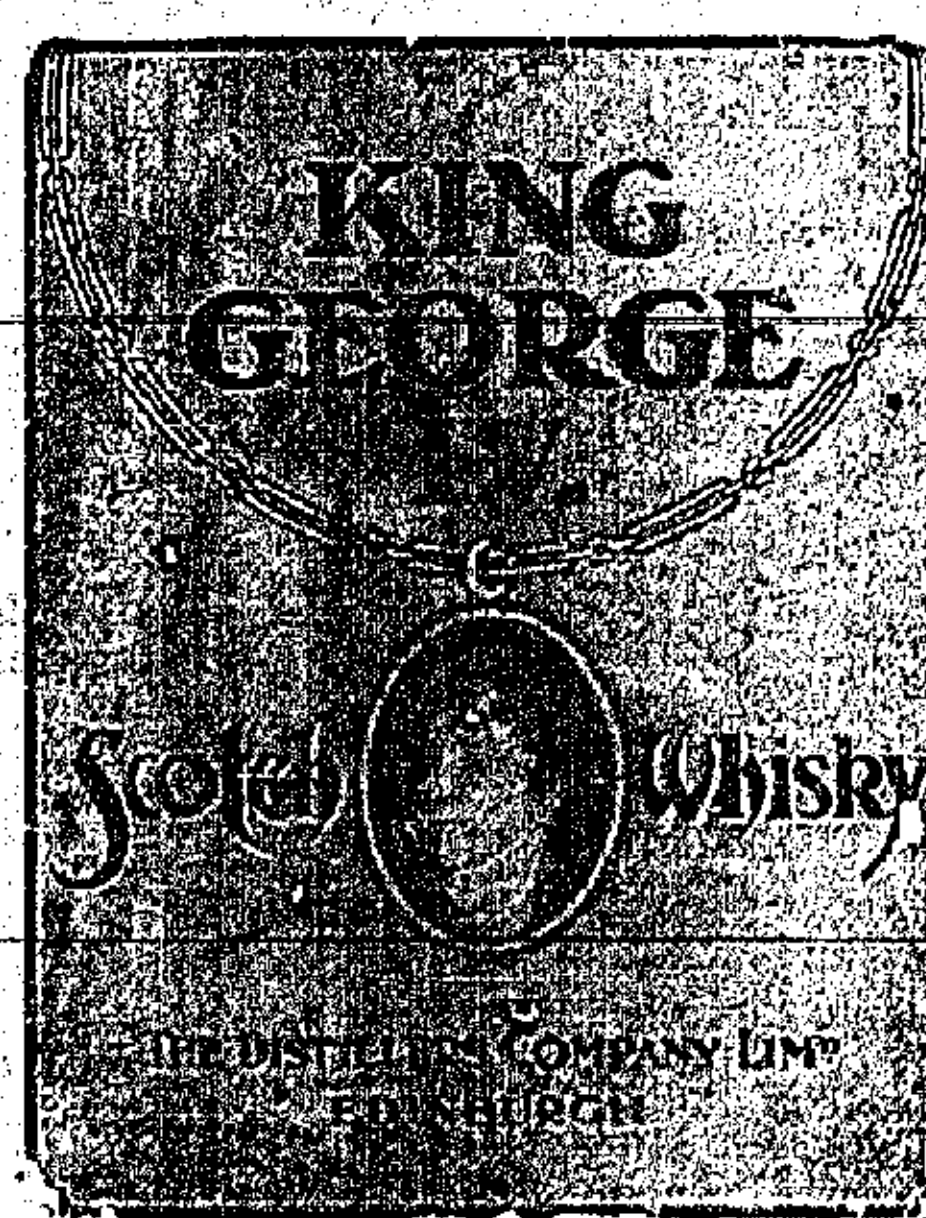
WE have pleasure in announcing the result of the "ADLET" Competition  
as advertised during July—

In our opinion the best collection of ADLETS has been sent in by one whose  
nom. de plume is "FIFINE" and a WRIST WATCH has been awarded  
accordingly.

Prizes of Chocolate have also been awarded to the following:

"ELECTRA."  
"56."  
"FORMOSA."  
"TIGER."  
"BILLY."  
"BAINVOIR."  
"S. H. L."

[34-1]

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